



Galt Traffic

Galt Airport, Greenwood, IL (10C)



The monthly newsletter from Galt Airport and EAA Chapter 932

June 2013

Picture of the Month



The Galt Airport cabin in winter. This beautiful photograph was taken by Cheryl Johnston from the other side of the pond.

Birds Decide Mooney is a Better Way to Travel

By Captain Eric Rehm

In last month's column, the editor (who just happens to be my wife) wrote about us buying a half share in a "new to us airplane." N57252, a 1984 Mooney M20J arrived at Galt on Saturday, April 20. I got checked out in it that same day with all of one hour of dual (thanks Larry). Not wanting to let the grass to grow under its wheels, Beth and I planned a trip to Louisville, Kentucky the very next weekend. This is a frequent destination for us since it is where all of my family lives. This time turned out to be a particularly memorable trip.

We left on Friday evening from Galt direct to Louisville Bowman Field (KLOU) in an effort to beat some

weather that was supposed to be making its way into the area on Saturday. I really wanted to fly day VMC for that first cross country but the weather was not going to cooperate. We had a choice; fly Friday after work with an hour at night in VMC conditions or during the day on Saturday in IMC conditions. I chose the former. Everything worked flawlessly including all the lights and we enjoyed a nice flight to KLOU.

In the past we were renting aircraft 'wet' and thus really didn't pay much attention to fuel prices. Now that we are owners, I found myself looking for the cheapest fuel and services. On previous trips to Louisville we had always used

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Editor's Note

If there is one thing I've learned as a pilot, it is to always expect the unexpected. I know it sounds cliché, but in aviation it is very rarely that everything goes exactly to plan. But sometimes, if you are lucky, the unexpected is a good thing!

This past weekend Eric and I flew to French Lick, IN, for a few days of relaxation. Our plan was to fly back late afternoon on Sunday but the weather had its own plans and a line of nasty looking rain and thunderstorms was pushing across the state threatening our entire route that afternoon.

Reluctantly we gave up any ideas of hiking or horseback riding and after a leisurely breakfast we packed and headed to the airport for the flight back.

The flight was uneventful and thanks to the loan of an Appareo Systems Stratus coupled to our ForeFlight app we were able to monitor the exact position of the weather while we were in the air, which kept the stress level down. (Special thank you to **Ed Pudlo** for lending us his Stratus box.)

Upon arrival at Galt we were greeted with the unusual scene below. Yes, it meant we were 7th in line for gas, but later on we were treated to a spectacular aerobatics display by the amazing Lima Lima team in their yellow T-34s. So it wasn't so bad to come home early after all!

Beth Rehm, Editor



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Louisville Executive FBO mostly because it was big and it is conveniently located on the field but this time I decided to try Central American Airways, the other, albeit smaller FBO on the field. After a quick phone call I found out they sold fuel for 10 cents a gallon cheaper than their competitor and don't charge a ramp fee even if you don't buy fuel. I thought we'd give them a try and it turned out to be a good choice. We landed at 10:00 pm that night and per instructions left the aircraft on the ramp in front of the Central American Airways FBO.

Saturday dawned and my Mom, Dad, sister and two nieces wanted to see our new plane so we stopped by the airport on Saturday afternoon on our way to a friend's birthday party. We had the whole family oohing and aahing over the Mooney when a ramp guy from Central American pulled up in his tug and told us that he had seen a lot of birds flying into the engine and under cowling early that morning. I thanked him for the info and took a closer look at the front of the plane. Sure enough I could see some bird droppings on the cowl and propeller. I should also mention that we didn't have cowl plugs inserted because we didn't have any at the time.

I peered into the engine intake but couldn't see much of anything as the Mooney 201 is a pretty tightly



This is all you can see from a normal visual inspection of the engine through the air intake.



The birds nest was right at the back of the engine compartment and there was no way to see it without using a video camera to inspect the engine.

cowled aircraft. I was going to just let it go, I mean the aircraft had been on the ground less than 12 hours and it had only been daylight for about 4 hours, so how bad could it be? But then Beth suggested I use my iPhone to take a video while sticking my hand into the engine intake. I thought that was an excellent idea and remembered Rod Machado recommending doing the exact same thing on one of his safety tip segments on AOPA Live. I broke out my iPhone, opened the camera app, turned on the video mode and turned the flash to ON. With the flash on there was enough illumination in the dark engine compartment to get a good video. I stuck my hand as far as I could past the first cylinder and panned the "iPhone turned video recorder" around slowly.

When we looked at the video, we were stunned. There was a tremendous amount of leaves and branches piled up on the engine into what was probably a very comfortable nest. I had no idea birds could make a nest in such a short amount of time. I always thought birds nest issues were problems of aircraft that were ramp queens, kind of like the Seabee at Galt, not a

transient aircraft like ours that had virtually just arrived.

The first thing we decided we needed to do was stop the birds from doing any more damage, so we made a quick trip to the Walgreens down the road and bought three packages of foam sponges and some duct tape. We used these supplies to fashion a couple of makeshift cowl plugs. It didn't look pretty but it got the job done and we felt comfortable leaving the aircraft thinking we had outsmarted the birds.

Sunday was our departure date and we arrived at the airport knowing we had some work to do before taking to the air. The winds had picked up a bit so we asked the staff at Central American if we could use their hangar, not wanting to fight the wind for control of our cowling while outside. They were more than helpful and the same ramp agent who had warned us about the birds quickly had our aircraft tugged into a hangar free of charge and with another warning that he had seen birds flying up the tail after we had left on Saturday. Sheesh!

Beth and I popped off the top cowling and with the help of my Mom

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and Dad, started pulling out handfuls of leaves, twigs and various other detritus that the birds had dragged in. We got most of the big stuff with our hands and used a shop vac Beth found in the corner of the hangar to suck out the rest. I got a couple of pictures before we started but I don't think they do the mess the birds made justice. On the advice of our ramp guy, we checked out the tail and found a small nest being formed there as well which we sucked out with the shop vac. It took about 45 minutes for us to get everything cleaned out and the cowlings back on.

The flight back was uneventful albeit with a 20 knot headwind (we also had a 30 knot headwind on the way down).

I learned a few things on this trip. Yes Sweetie, the first lesson I learned was always listen to your wife (did I mention she was the one to suggested the use of the iPhone)? I always thought of cowl plugs as a winter kind of thing but no longer. It was apparently nesting season during our stay in Louisville so the birds were a bit more active than normal but none

the less we now have custom plugs that we will use whenever the aircraft is parked outside.

Also, never underestimate the smaller less spiffy looking FBO on the field. Not only were their facilities better than their competitor, Central American bent over backwards to help us out and never asked for a dime. (However we did buy 22 gallons of 100LL from them). I was also really impressed with their ramp agents. The young man who warned us certainly did not have to take the time to talk to us. If he hadn't mentioned what he had seen we would have taken off fat dumb and happy and although an engine fire would probably not have happened, we certainly would have had extremely high and harmful engine CHTs. All in all it was a great outing for two new and very excited aircraft owners with just enough drama to make us remember it for quite some time.

Eric Rehm is the Chief Pilot for American Eagle Airlines at O'Hare and a

Captain on the Embraer RJ145. He has been flying since he was fifteen, is a CFII and has accumulated over 6,600 flying hours. He owns a 1984 Mooney M20J based at Galt (N57252).



Scan this QR code with your smartphone to see Eric's video of inside the cowlings of the Mooney.



Galt Traffic Classifieds

BAD ELF GPS FOR SALE

For sale: Bad Elf GPS original model. Plugs into iPad / iPhone / iPod Touch, pre-5th generation. Like new. \$55. Contact Susie Sarge at ssarge@owc.net.

BUY A CHAPTER 932 MUG OR HAT

We are now selling various items featuring the EAA Chapter 932 logo. We have coffee mugs for \$8.50 each and baseball hats for \$22. You can buy the mugs and hats at chapter



meetings, airport events or any time you see me at the airport! If you want to reserve an item just send me an email at editor@eaa932.org.

SCRAP METAL RECYCLING

Recycle your old appliances such as grills, water heaters, etc. and other metal objects. Call Rafael Gonzalez at 815-354-2973 to arrange collection.

ADVERTISE IN GALT TRAFFIC

Please contact the editor to discuss your advertising needs at editor@eaa932.org.

Learning to Fly at 68

Part Five of Ed's Quest For a Pilot's License

By Ed Moricoli

"Hot diggity, I am going flying today!" I had been thinking about it all week and the weather was looking good!

In my last article I told you about my mini cross-country and on this day I was to fly another cross-country but to different locations. I did my homework as usual and hoped Justin was pleased with my efforts. The plan was to go to Burlington (BUU), East Troy (57C), Lake Lawn (C59) and of course Big Foot (7V3) for another tune up on grass! Little did I know what was coming during the flight!

The weather was great with light winds out of the northeast and clear skies; one could not ask for a better day to go flying. I had the plane ready to go after my usual preflight inspection routine. All Justin had to do was hop in and ask what the plan was. I briefed Justin and he seemed satisfied that I had done my homework, so it was off to our first stop, Burlington.

The trip up to Burlington was going smoothly and Justin and I had a good time talking, with a few barbs thrown in at each other. As we approached the airport Justin asked which runway I was going to land on and I advised him it would be runway 11 because of the northeast winds. He said "okay" and we proceeded to enter the pattern as per normal procedure. I announced our turn into the downwind leg; we were about a quarter of the way into the leg when it happened! A red aerobatic aircraft was in the pattern coming at us somewhat lower and to our left out of nowhere! Neither Justin nor I heard any traffic announcements at the time we had entered the pattern.

Remember, my experience with



Ed Moricoli displaying one of EAA Chapter 932's new member brochures at the Safety Seminar on May 11. Ed is the Membership Chair for the chapter.

the deer? Let me tell you this was even scarier than that. I thought I was over my shorts being in a stranglehold but this one was at the top of the scale, let me tell you! I can't tell you what came out of our mouths at the time because it was x-rated! I have little recollection of exactly what happened next but I believe Justin took control of the aircraft, avoided the problem and landed the plane. We turned off the runway and taxiing back to take off, there was a sigh of relief and a feeling of disbelief regarding what had happened.

We stopped short of the runway before taking off again and had a little chat regarding the other aircraft. I can tell you this, Justin wasn't a very happy camper and I was cleaning up my mess! While we were talking another aircraft announced a takeoff from the downwind runway! As you can guess this was the beginning of what turned out to be a more adventurous day than I had ever dreamed of!

After settling down I took control

and we headed off to East Troy, which is not very far from Burlington. As we approached, traffic indicated that there were sky divers in the pattern, so Justin advised that we would stay out of the pattern until it was safe to enter and land the plane. Damn, I thought to myself, another bump in the road for me to handle! To this day I have little recollection of the landing but I know it wasn't my best. As he should have, Justin coached me again on the proper way to handle the landing!

I truly believe the incident at Burlington had a great effect on the way I handled the landing at East Troy. Now it was time to go over to Lake Lawn and help cut down some weeds on their runway.

On our way to Lake Lawn you will never guess what happened next. We were at 2500 feet and out of nowhere our little red friend from Burlington decided to come calling again! Once again he was left of us and at a lower altitude; he went by so

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Airport Technicalities

A monthly report from Justin Cleland, Airport Manager, Galt Airport.

The next auction date for Galt Airport has been set. The sale will begin on Thursday, June 20th at 10:00. It appears that everything is in place, and that there will be no more hiccups delaying the sale. The auction will start with the highest bid the bank has received thus far, **Moe Bazazan**, a private buyer from New Jersey.

Moe has decided to fly out for the June 8th EAA meeting, and would like to meet with all of us immediately following the regular meeting (around 11:00). If you can, please stop by and chat with Moe. He would like to share his ideas for the future, as well as listen to your comments and thoughts about the state of Galt Airport. We would very much appreciate your attendance and support.

In other airport news, per the (hopefully final) request of IDOT, we will be installing runway threshold markings on the approach end of runway 18 in the next week or so. They will be approximately 400 feet south of the runway end, and on the far east/ west edges of the grass. With this final modification, IDOT should officially approve our grass runway as meeting state standards, and it will now be listed as "open" in the Airport Facilities Directory. Please use caution when taxiing, the markers will be well off the edge of the runway, but ARE above ground.

Also, effective Monday, June 3rd, we will be moving to Summer Hours in the FBO and fuel pump. We will now be here an hour later, from 0800-1800. As always, if you're running a few minutes late and need to get some gas, give us a call... we'll stick around until you get here.

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I would also like to use this month's article for a shameless promotion of my wife, Erika. As most of you know, she is an Optometrist in Rockford. But, as of June 7th, she'll be an Optometrist in Crystal Lake! Woo-hoo! She is moving to the Primary Eye Care Centers (www.primeeye.com), full time, from here on out. Next time you're due for a checkup, keep her in mind!

Finally, it is looking like June is going to be an eventful month for our airport. It was April 29th, 2010 when we first heard about the foreclosure at Galt. It's hard to believe it's been 3 years.

We've done everything in our power to try to make this process as easy on everyone here as we possibly could. I sincerely hope we succeeded.

Quite frankly, we couldn't have started JB Aviation without the support of this incredible community we have here at Galt. We're humbled by the help you've given us, and hopeful that June 20th will bring closure to one chapter at Galt, and open a new one we can all share together. I'll update everyone as soon as I know more on June 20th.

Flight School News

Congratulations to Galt Flight School students **John Payne** and **Alan Gates** on passing the Private Pilot written exam. Both are training with Galt CFI, **George Rigert**.



Brian's Brainteaser

A monthly puzzle from Brian Spiro, Director of Aircraft Maintenance, JB Aviation Management, Inc.

This month Brian has three airplanes in the shop but they all look very similar. He needs your help to tell him what these airplanes are.

As usual, email your best guess to maintenance@galtairport.com and the winner will be randomly selected from all the correct answers Brian receives and win a much coveted item of JB Aviation gear.

1



2



3



Answer to last month's puzzle was...

42. (It may have been a bit more complicated than that but you'll have to get the details from Justin.) Congratulations to **John Theriault**, who came up with the correct answer.

NOW OPEN!

The General Store



Coffeehouse & Grocery

4409 Greenwood Rd

Coffee, Espresso, Wine, Beer & Grocery Items

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quickly I had no chance to react to what was happening! God, I wished I had his tail number! Twice in one day we encountered the little ****, so you can imagine where that left me as my mind was cluttered with all kinds of thoughts!

In hindsight, I should have called it a day but I decided to try a landing at Lake Lawn. Any guesses as what happened there? Wrong - I blew the approach, did a go around and after doing so I announced to Justin that I had had it for the day! Justin agreed and off home we went!

On the flight back we talked about everything and we were still fuming over what had happened. I did a long approach to Galt and the landing was somewhat better but it sure wasn't great! I was exhausted by the events of the day and we were both pretty ticked off, if you know what I mean!

There is a moral to this story and a lesson well learned by this rookie flyer. Remember to always fly safe, if you're not alert while flying, the

pearly gates of heaven will open for you! Take nothing for granted! In my case I made the choice to call it a day because nothing was going right. I should have called it quits after the second run in with the little red aircraft. Also, as I wrote in a previous article, if it doesn't feel right, call it a day! Do some hanger flying instead and live to fly another day!

The next article in my quest to fly will be about this rookie's adventures with cross-wind takeoffs and landings! Until next time, happy and safe flying!

Ed Moricoli was born and raised in Woodstock and spent 30 years working for Prudential Insurance before retiring. He is now a bailiff in a felony court room for the McHenry County Sheriff's Department. He is learning to fly at Galt Airport and is an active volunteer with EAA Chapter 932.

Saturday, June 15th, 2013

GALT AIRPORT

fly-in/drive-in • vintage airplanes & automobiles • games • prizes • biplane rides



Experience the majestic beauty of the skies from the open cockpit of a 1930 Waco Taperwing

BARNSTORMER DAYS

Pancake Breakfast 8 am - 11 am

Burgers 'n' brats noon - 2 pm



MC HENRY COUNTY
COMMUNITY
FOUNDATION



EAA Chapter 932 News

President's Message

From Bruce Schottland, President, EAA Chapter 932

The summer flying season is barely getting started and already we have had two great events.

We held our first Young Eagles rally of 2013 on May 4th. Lots of pilots showed up to help out and we were able to fly all the young eagles. Thanks to those who chipped in to make that happen.

We also had our second annual safety seminar. Robert Heise came out to Galt and put on a spectacular presentation on using ForeFlight. Robert's presentation included a live-view demonstration of ForeFlight 5.0 on a projector screen, as well as a second screen showing a prepared slide presentation. It was a great seminar with a lot of insightful and useful information.

Before the presentation, Chapter 932 put on a great pancake breakfast. Thanks are due to Robert, as well as our fantastic chapter volunteers who helped make it a successful event.

However, we are just warming up. June 15 we will have our second annual Barnstormer's Fly-In at Galt Airport. We will have a pancake breakfast in the morning and a barbecue lunch in the afternoon. The event is being sponsored by JB Aviation Management, Knots2U speed modifications (www.knots2u.com), Aircraft Spruce and Specialty Co. and The McHenry County Community Foundation (www.mccfdn.org). The McHenry County Community Foundation will also be offering a free chance to win an iPad Mini for all attendees.

We will have the EAA 932 Spirocraft flight simulator up and running. And, as last year, Gypsy Air

Tours (www.gypsyairtours.com) will be selling rides in their beautiful 1930 Waco Taperwing. If you missed it last year, take advantage of this unique opportunity to fly in a very special open cockpit biplane this year. I promise, you won't be sorry you did it! We will be joined by two Ford Model A and Model T car clubs, as well, who will be showing off their beautiful rides.

I urge all chapter members to remember that this kind of operation doesn't happen by itself. We need volunteers to help with food, running the ramp, the flight simulator, and lot's of other odds and ends. I'll be sending out an email asking for help soon. Please take this opportunity and make the fly-in, our biggest event of the year, the event for which you volunteer. We really need your help to make this event even more successful than last year.

Chapter Survey Fun Quiz

By Captain Jean Forni, Treasurer, EAA Chapter 932

Here are some more answers from chapter 932 members to the survey question "when and how did you become interested in aviation?"

1) As a child my father constantly dragged me around airports and air shows. Then I started building and crashing remote controlled airplanes. This was all inevitable!

2) I attended the Cleveland National Air Races in 1934. I became a fan of Roscoe Turner.

3) After the completion of college, the company I worked for had a group of chemists and chemical engineers who had a flying club. My dad and I got our licenses

during the same time frame through the club.

4) It was my dream since I was about 8 years old back home in Puerto Rico.

5) At Galt Airport, approximately 11 years ago I went on my first Discovery Flight for my birthday.

Match these answers with the list of names below.

- A) Dave Hill
- B) Rafael Gonzales
- C) John Roach
- D) Emily Medina
- E) Bruce Schottland

See answers on following page.

Welcome New Members

Please welcome the following new members to the chapter; **Dave Monroe**, one third of the Aerostars Aerobatic Team, **Casey Venzon**, who is learning to fly at Galt, and **Henry Fiorentini** and **Richard Giba** who joined at the safety seminar in May.

EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Illinois. Established in 1989, we are a 501 (c)(3) corporation and a registered charity in the State of Illinois. EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

EAA Chapter 932 meetings are usually held on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>.

Galt Airport/EAA 932 Calendar of Events

- June 7-9** Multi-chapter Oshkosh work weekend. For more information contact Elton Eisele at N137ee@gmail.com
- June 8** Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
- June 15** Galt Airport Barnstormer Days Fly-in. For details contact Bruce Schottland at president@eaa932.org.
- July 13** Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
- July 29 - Aug 4** EAA AirVenture 2013, Oshkosh, WI. (www.airventure.org.)
- August 10** Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
- August 17** Galt Airport Flour Bomb Contest.
- Sept 14** Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
- Oct 12** Tentative date for EAA Chapter 932 meeting at the Warbird Heritage Foundation at Waukegan.
- Nov 9** Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
- Dec 14** Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

Other Aviation Events

Find more aviation events online at the following sites;

www.eaa.org/calendar/

www.fly2lunch.com

www.aopa.org/pilot/calendar

www.avweb.com/calendarevents

<http://www.dot.wisconsin.gov/travel/air/aviation-events.htm>

www.flyincalendar.com

<http://socialflight.com/index.php>

www.generalaviationnews.com/calendar

Free AOPA Safety Seminars

The Aircraft Owners and Pilots Association Air Safety Institute offers free live and recorded safety seminars. Most of these programs qualify for FAA Wings Credit. You can search for seminars by state or topic at <http://www.aopa.org/asf/seminars/seminar.cfm>.

FAA Wings Safety Seminars

The Federal Aviation Administration (FAA) Safety Team sponsors thousands of aviation safety seminars throughout the country each year. These interesting and informative seminars include a variety of important safety topics designed to reduce risk and increase the level of safety in aviation operations. Most courses are free and provide credits for the WINGS program. You can search for seminars by keyword or location at <https://www.faasafety.gov/SPANS/events/EventList.aspx>

Free EAA Webinars

The EAA offers free webinars on a variety of educational and entertaining topics from building and restoring aircraft to regulatory issues, to historical lessons and everything in between. You can participate in the live sessions or watch later at your convenience. Visit the EAA Webinars web page for the latest schedule and to register at http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258.

Answers to the Chapter Survey Quiz on page 8.

1) Bruce Schottland 2) John Roach 3) Dave Hill 4) Rafael Gonzalez 5) Emily Medina

EAA Chapter 932 Officers and Contacts

President: Bruce Schottland (847) 912-5122 president@eaa932.org

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Technical Counselor: Vacant

Web Site: <http://www.eaa932.org>

Facebook: <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Airport Information



Galt Field Airport

5112 Greenwood Road
Greenwood/Wonder Lake
IL 60097

Airport Business Hours

8:00 a.m. to 6:00 p.m. Monday through Sunday (Summer hours)

Airport Manager: Justin Cleland

Phone: (815) 648-2433 Email: FBO@galtairport.com

Director of Maintenance: Brian Spiro

Phone: (815) 648-2642 Email: Maintenance@galtairport.com

Office: Anna Cooper

Phone: (815) 648-2433 Email: Office@galtairport.com

Web Site: <http://www.galtairport.com>

Facebook: <http://www.facebook.com/GaltAirport>



AVGAS

Galt Tenant Price

\$5.60

(includes tax)

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